

**BY ORDER OF THE COMMANDER**

**AIR FORCE INSTRUCTION 11-2KC-135,  
VOLUME 2**



**MCCONNELL AIR FORCE BASE  
Supplement 1**

**8 NOVEMBER 2002**

***Flying Operations***

***C/KC-135 AIRCREW EVALUATION CRITERIA***

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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OPR: 22 OG/OGV (Maj Irwin)

Certified by: 22 OG/CC (Col Wayne)

Pages: 7

Distribution: F

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**AFI 11-2KC-135V2, dated 1 July 2000 is supplemented as follows:** It implements local evaluation criteria for the operation of KC-135 aircraft from the 22 ARW in order to safely and successfully accomplish their worldwide mobility missions. It is used in conjunction with AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, and the appropriate MAJCOM supplement. This instruction is applicable to all 22 ARW aircrews. **This document is new and must be completely reviewed.**

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## Chapter 5

### LOCAL PROCEDURES

**5.1. General.** This chapter provides 22 OG examiners and aircrew members with local evaluation criteria for the conduct of flight evaluations.

**5.2. (Added) Use of AF Form 3862, Aircrew Evaluation Worksheet.** All evaluators will use the crew-member-specific AF Form 3862 as published in AFI 11-2KC-135V2 (attachments 2, 3, and 4) to record observed grades as well as trend information. This document will be retained until the signed version of the AF Form 8 is added to the FEF, then discarded.

**5.3. (Added) Aircrew Testing.** The following figure illustrates required tests for each type of evaluation.

**Figure 5.1. (Added) Evaluation Ground Phase Requisites.**

[illegible]

**5.4. (Added)** 22 OG flight evaluations should follow the following recommended flight profile: Mission planning and briefing, EPE, Departure, En Route Navigation, Air Refueling to include a rendezvous and practice emergency separation, Receiver Air Refueling (if applicable), Descent/Arrival, Holding, Transition, Post Mission Paperwork and MX Debrief, Crew Debrief, and Flight Manuals/Associated Directives check. The transition portion will be flown in an order decided by the examinee provided all required items are accomplished.

5.4.1. (Added) Evaluators will debrief the crewmember on the flight as soon as possible, but no later than 3 working days after all required events are completed (schedule permitting). The squadron commander, operations officer, flight commander or other designated squadron representative should be notified of the time and location of the debriefing. Supervisory attendance is not mandatory but is highly encouraged.

**5.5. (Added) Qualification/Mission Evaluations (initial, periodic and re-qualification).** Pilots may use any pattern profile they choose to accomplish their evaluation provided they accomplish all required items. The following table lists the required items for the pattern phase of the evaluation.

**Table 5.1. (Added) Required Pattern Items.**

<i>Required Pattern Items</i>	<i>IP</i>	<i>AC</i>	<i>Co</i>
<b>Normal Landing (40 or 50 flap)</b>	■	■	■
<b>Partial Flap (30)</b>	■	■	
<b>Touch-and-Go</b>	■	■	
<b>EFTOC</b>	■	■	
<b>Engine Out Approach</b>	■	■	
<b>Engine Out Go-Around</b>	■	■	
<b>Engine Out Landing</b>	■	■	
<b>Holding</b>	■	■	■
<b>Precision Approach</b>	■	■	■
<b>Non Precision Approach</b>	■	■	■
<b>Circling Approach</b>	■	■	■
<b>Missed Approach</b>	■	■	■
<b>VFR pattern (WX Permitting)</b>	■	■	■
<b>Right Seat Approach</b>		■	
<b>Right Seat Landing</b>		■	

**5.6. (Added)** Pilot receiver A/R. Pilots will be evaluated on ARR systems knowledge, ARR panel differences, and receiver A/R procedures. EPEs will be conducted IAW paragraph 2.6. For initial/requalification evaluations the amount of autopilot off toggle time the examinee flies will ultimately be at the evaluator's discretion, however, examinees should fly 10 minutes of autopilot on and 5 minutes of autopilot off to meet the 15-minute toggle time requirement. For periodic evaluations examinees should fly 7 minutes of autopilot on and 3 minutes of autopilot off to meet the 10-minute toggle time requirement. Breakaway procedures will be evaluated. Overrun Procedures will be verbally evaluated unless observed in flight.

5.6.1. (Added) Copilot receiver A/R. Copilots no longer require an evaluation to perform receiver A/R. Instead, an entry will be made on the crewmember's AF Form 1381 documenting this event as a certification. During the training program leading to the certification, instructors will teach ARR systems, ARR panel differences, and receiver A/R procedures with an emphasis on checklist procedures. As part of the training program, copilots will be trained to the proficient level on the ability to hold a "safe pre-contact position." The copilot should be able to hold this position for approximately 2 minutes. "Safe pre-contact position" does not necessarily mean exactly 50 feet aft, centered, and on the 30-degree line – determination of the "safe pre-contact position" will ultimately be at the instructor's discretion. However, as a guide, deviations should not vary inside of 30 feet or outside of 200 feet aft of the tanker, 15 degrees left and right of centerline, and no higher than 10 degrees above or below the 30-degree line. Deviations from the "safe pre-contact position" are allowed, provided the copilot recognizes the deviation and uses proper control and power inputs to correct back to a "safe pre-contact position" without instructor intervention.

5.6.2. (Added) Instructor pilot receiver A/R. Instructors will be evaluated on their instruction of ARR systems knowledge, ARR panel differences, receiver A/R procedures, and instruction while at the controls during receiver A/R. The actual hands-on flying portion will include a limits demonstration flown IAW paragraph 2.5 of AFI 11-2KC-135V2. During periodic evaluations, instructors will also demonstrate sustained contacts and autopilot off receiver A/R as described in paragraph 2.4.1. of AFI 11-2KC-135V2. Limits demo toggle time may be included in the 10-minute toggle time requirement. The amount of autopilot off toggle time the examinee flies will ultimately be at the evaluator's discretion, however, examinees should fly 7 minutes autopilot on and 3 minutes autopilot off to meet the 10-minute toggle time requirement. Overrun Procedures will be verbally evaluated unless observed in flight.

**5.7. (Added) Emergency Procedures Evaluation (EPE).** As a guide, the EPE should not exceed 30 minutes and should normally be given after the crew brief during mission planning day or after the flight if the flight was mission planned and then flown that same day. At the evaluator's discretion, the EPE may include a verbal or hands-on demonstration, or a scenario type emergency situation and/or general knowledge questions.

5.7.1. (Added) Depth of evaluation will depend on the experience level of the examinee, so the EPE will be given accordingly (i.e., an instructor pilot's EPE should be considerably more in depth than a copilot's EPE). The examinee may use any notes, reference material, manuals, or training aids as references.

5.7.2. (Added) The evaluator pilot (EP) should not be scheduled to occupy either seat during the evaluation. Use this only as a last resort, (e.g. due to a scheduling conflict, unqualified for receiver, AC not touch and go qualified, unqualified pilot). If the EP needs to be in the seat for any reason, he/she will act as a capable and qualified pilot for the position they are occupying, accomplish all appropriate checklists, and fly accordingly. Use sound judgment.

**5.8. (Added)** The following is a clarification of the Grading Criteria areas found on the AF Form 3862.

5.8.1. (Added) Area 12, Takeoff. When two pilots receive an evaluation simultaneously, the grading criteria for the initial takeoff will apply to the pilot physically flying the aircraft during the initial takeoff. Either a full stop taxi back or a touch-and-go will be performed to provide a takeoff for the second pilot receiving an evaluation, i.e., a copilot's takeoff grade will not be based solely on performance of copilot duties during a takeoff flown by the pilot in the left seat.

5.8.2. (Added) Area 15, VFR Pattern (WX Permitting). If the VFR pattern is unavailable, local VFR pattern procedures will be verbally evaluated.

5.8.3. (Added) Subarea 16C, Touch-and-Go. Aircraft Commanders and Instructor Pilots will be evaluated on touch-and-go procedures. Aircraft commanders and Instructor Pilots may accomplish a touch-and-go landing from either the right or left seat. If a copilot is in the seat while an Aircraft Commander or Instructor Pilot is being evaluated, the copilot will be evaluated on copilot duties.

5.8.4. (Added) Subarea 16D, Right Seat. Aircraft commanders will accomplish an approach and landing from the right seat. IPs may accomplish all of their pattern work from either seat. This block is not graded for copilots.

5.8.5. (Added) Area 27, Instrument Departure/SID. When two pilots are receiving evaluations simultaneously, the grading criteria for the departure flown immediately after the initial takeoff will apply to the pilot physically flying the aircraft when this departure is performed. A subsequent departure into the radar traffic pattern will serve as the Instrument Departure/SID requirement for the second pilot receiving an evaluation.

5.8.6. (Added) Area 29, Holding. When two pilots are receiving evaluations simultaneously, one turn in holding satisfies grading criteria for both pilots.

5.8.7. (Added) Area 36, Instructor ability (Critical). Instructors will be evaluated on instructor ability throughout the flight. During periodic evaluations, instructors may occupy either seat.

**5.9. (Added) Qualification/Mission Evaluations (initial, periodic and re-qualification).** Navigator evaluations will include: Mission Planning and Briefing, EPE, General Navigation, a Tanker rendezvous (Point Parallel preferred), Receiver Rendezvous (if qualified) and Post Mission Debrief.

5.9.1. (Added) Receiver A/R. Navigators no longer require an evaluation to perform receiver A/R. Instead, an entry will be made on the crewmember's AF Form 1381 documenting this event as a certification. During the training program leading to the certification, instructors will teach ARR systems, ARR panel differences, checklist procedures, and differences in mission planning and rendezvous from a receiver perspective. Navigators will be trained to the proficient level on their ability to conduct a receiver rendezvous.

**5.10. (Added) Emergency Procedures Evaluation (EPE).** As a guide the EPE should not exceed 30 minutes and should normally be given after the crew brief during mission planning day or after the flight if the flight was mission planned and then flown that same day. At the evaluator's discretion, the EPE may include a verbal or hands-on demonstration, or a scenario type emergency situation and/or general knowledge questions.

5.10.1. (Added) Depth of evaluation will depend on the experience level of the examinee, so the EPE will be given accordingly (i.e., an instructor Navigator's EPE should be considerably more in depth than a mission Navigator's EPE). The examinee may use any notes, reference material, manuals, or training aids as references.

**5.11. (Added) Qualification/Mission Evaluations.** Boom operator qualification checks will include at a minimum: Mission planning, Checklist Items, Air Refueling, One Normal Contact, One Manual Contact, a Practice Emergency Separation/Breakaway, and Post Mission Paperwork/Debrief.

5.11.1. (Added) Cargo Loading. 22 OG/OGV's intent is to ensure cargo evaluations will be as realistic as possible. The first recurring cargo evaluation for new boom operators will be conducted on a jet leaving for an actual operational mission. For all other boom operators, recurring cargo evaluations should be conducted on a jet leaving for an operational mission whenever possible. If circumstances preclude individuals from receiving their first recurring cargo evaluation on a jet leaving for an actual operational mis-

sion, squadron commanders will request waivers through OGV. An individual who receives a waiver and is administered a cargo evaluation under static conditions, will be given a spot evaluation on their next scheduled operational mission.

5.11.1.1. (Added) Additional Cargo Evaluation Guidance. Cargo evaluations/training may also be administered during mobility deployments or any mission during which sufficient cargo is present. Sufficient cargo consists of a pallet/Cadillac Bin at least 30 inches tall (palletized cargo) or 3 pieces of rolling stock (floor load). The load must demonstrate knowledge of cargo operations in which both an on load and off load phase can be evaluated.

**5.12. (Added) Emergency Procedures Evaluation (EPE).** As a guide the EPE should not exceed 30 minutes and should normally be given after the crew brief during mission planning day or after the flight if the flight was mission planned and then flown that same day. At the evaluator's discretion, the EPE may include a verbal or hands-on demonstration, or a scenario type emergency situation and/or general knowledge questions. For Cargo evaluations, the evaluator will conduct an EPE with the boom operator, which may include any cargo loading related topic.

5.12.1. (Added) Depth of evaluation will depend on the experience level of the examinee, so the EPE will be given accordingly (i.e., an instructor Boom's EPE should be considerably more in depth than a mission Boom's EPE). The examinee may use any notes, reference material, manuals, or training aids as references.

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